NEW ZEALAND MOTOR CYCLE NEWS

VOL. 5—NO. 7. APRIL, 1972. PRICE 15c

Feilding Circuit Is Taking Shape

Preparations are well in hand for the construction of the Feilding motor racing circuit, and the Manawatu Car Club hopes to hold its first meeting there on May 6, club president R. K. Lester said recently.

Already, about 1000 surveying pegs had been laid out.

The circuit would be built on Feilding Jockey Club and Feilding Industrial, Agricultural, and Pastoral Association land on the outskirts of the town.

After the preliminary work was completed, heavy earthmoving equipment would move in about October. The total estimated cost for the race track was about $100,000, and already more than $38,000 had been spent on it from club funds, Mr Lester said.

The club was given approval to construct the track after a hearing by the Manawatu County Council on December 2, 1971.

The club would soon start a fund-raising campaign for the track, and this would include pre-selling of circuit seats and selling circuit advertising, he said.

"Excellent support" had been received from official bodies, including the Manawatu County Council, and the support from Feilding residents had been "encouraging," he said. Without the support of the Feilding people, he doubted if the project would have even started.

There was a "tremendous" amount of work to do, for a small number of informed amateurs, and the club was planning to engage a full-time, salaried circuit promoter to handle all the problems encountered, he said.

The club's ambition is to work in collaboration with Grand Prix organisers, and motor racing organisations not against them.

"Co-operation with the Grand Prix people means better drivers, better fields, better racing and better gates," Mr Lester said.

Yamaha Set Export Sales Target For '72 At 480,000

Yamaha registered a record-breaking total of 450,000 in export sales the previous year due to an overall upward trend of demands to Yamaha motorcycles in the world. This year, Yamaha expects to renew a record by reaching a level of 480,000 backed by a very favourable trend of market in the United States, Canada, Australia, Europe and Central-South America.

Yamaha's export drive will be carried out on a larger scale than ever with particular emphasis laid on knock-down production in line with complete unit exports, Managing Director Hideto Eguchi stresses.

Yamaha motorcycles are now reputed for their tremendous usage backed by high quality and excellent performance. Sport and leisure models will be mainly intended for use in the United States and other advanced countries, to satisfy evergrowing sport enthusiasm. On the other hand, utility or business models will be for ride-to-work motorcyclists in developing countries.

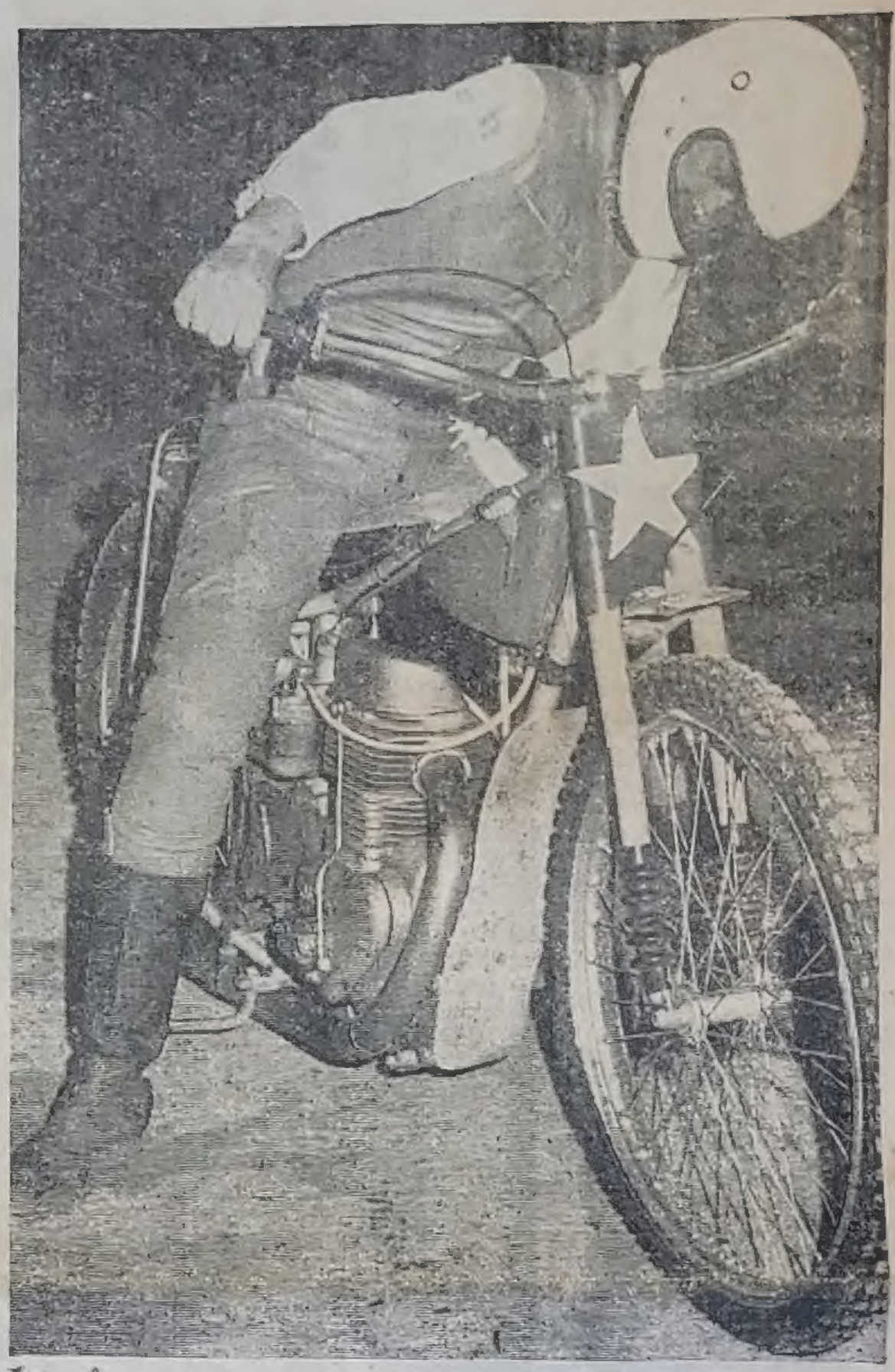
In line with active export sales, afterservice operations will be further strengthened to help all of you increase sales in your own territories.

A Triumphant Geoff Perry Returns Home

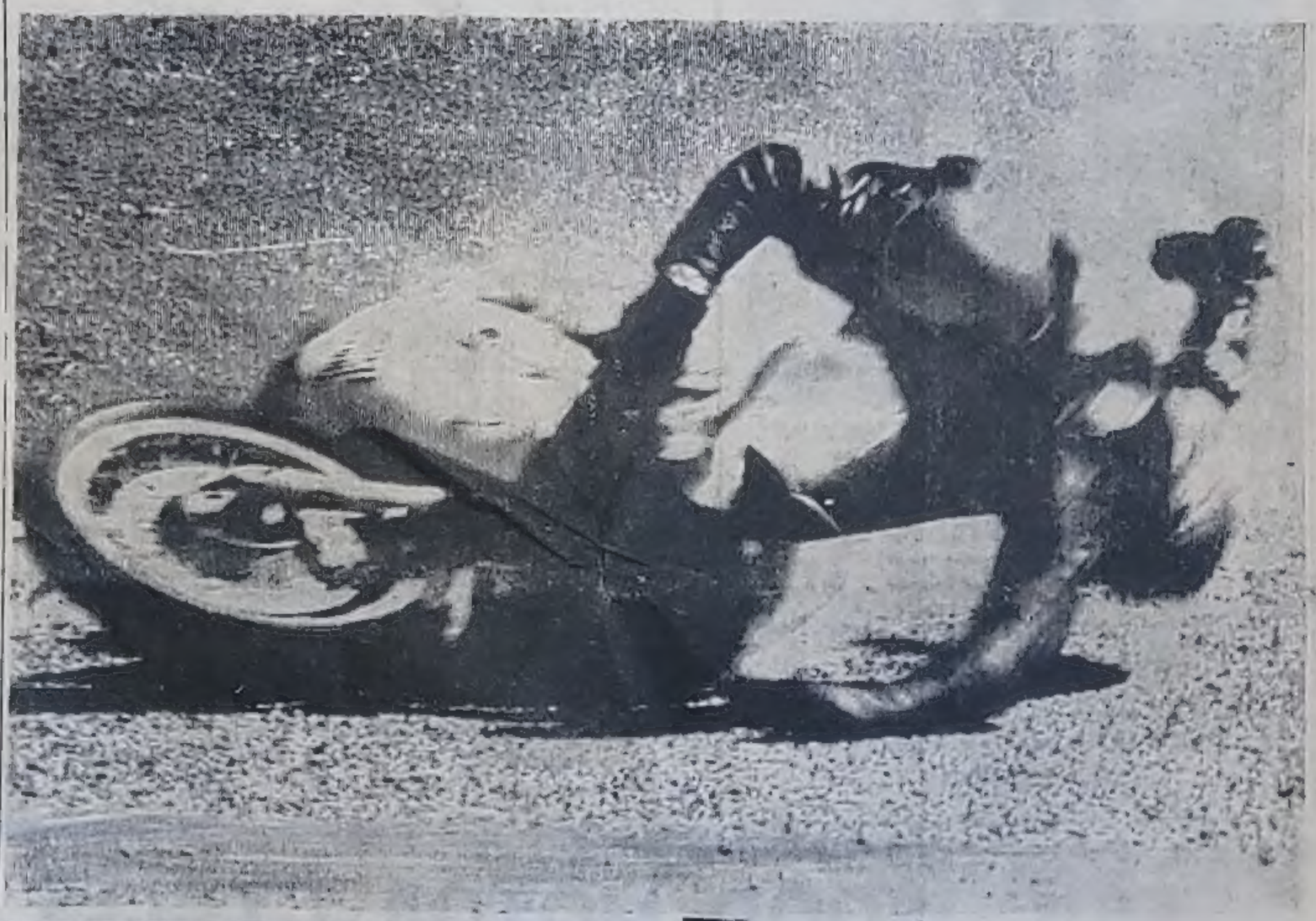
When New Zealand's international road race champion Geoff Perry returned to Auckland on April 18, he brought with him a collection of 11 trophies won on the Asian circuit.

He had six wins from as many starts on the circuit, capturing the Singapore, Malaysian and Penang Grand Prixs.

On his return Perry said he hoped to return to the United States for other national races this season.



Pictured is Shane Hearty, a mail order specialist in England. Shane practises what he sells, helmets, leathers, and Jawa gear.—M. Patrick photo, Surrey, England.



R. Pearce (No. 20) crashing on his G50 Matchless at the Dulux Corner, during the running of the Wellington Grand Prix meeting.—D. Hopkins Photo.

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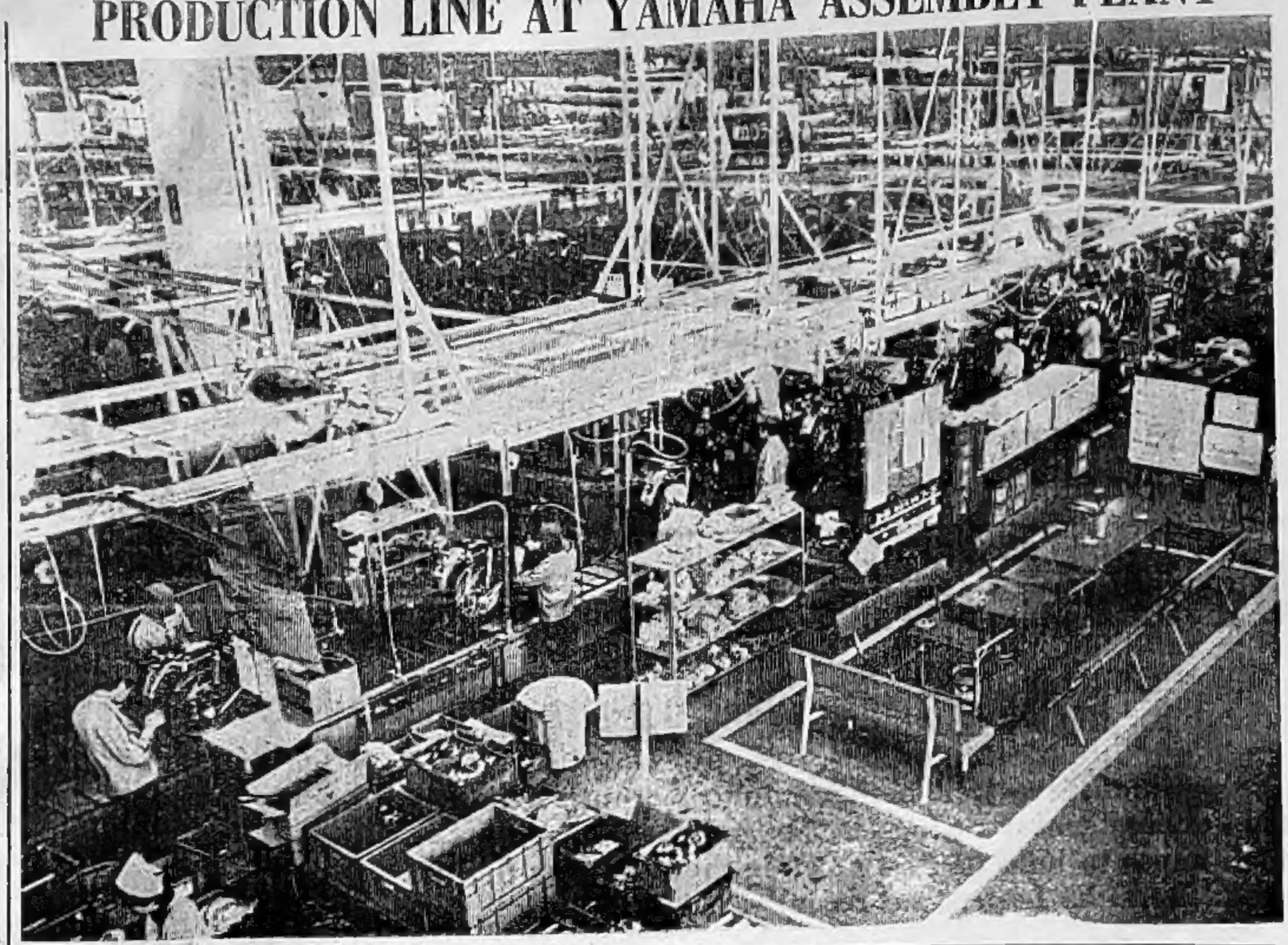
PRODUCTION LINE AT YAMAHA ASSEMBLY PLANT



Confidence In Circuit's Future

Confidence in the future of the Levin motor racing track and in the Tasman series generally has returned, the Levin circuit promoter, Mr Syd Jensen, said recently.

In February in an interview with the "Evening Standard," Mr Jensen expressed doubts about the future of Levin as a race venue. He said then he was contemplating withdrawing his support as one of the four promoters of the Tasman series, which would probably place the future of the series in jeopardy.

He now felt he had a "moral obligation," both to the circuit supporters and the people of Levin, to keep the track going, and with it the Tasman series. If one of the four series promoters dropped out, he doubted if the others could keep going.

"I guess I was getting annoyed at the Levin attitude of the time," he said. "They've had the circuit for 16 years and they don't know what would happen to Levin without it."

"At the time I made that statement, I was footing the bill and everyone else was reaping the benefit," he said.

The Tasman promoters held a meeting recently, to discuss future policy, and decided more incentives were needed for motor racing. Among these were: a $20,000 allocation for the Bank of New South Wales series, a $10,000 allocation for the Castrol GTX series, and a $12,000 allocation for the Goldstar series. The last amount represented an increase of $8000, Mr Jenson said.

He hoped this would attract more big name drivers, both in New Zealand and from overseas, to compete, and stimulate bigger crowds and sponsorships.

Bigger prizes should be allocated for bigger expenditure on the part of entrants.

The last two years had been difficult for New Zealand, and this had been particularly noticeable in motor racing.

As part of this stimulation of the sport, commercial interests and civic bodies in the Levin area would be approached within the next month for their support of the circuit. He was "quite hopeful" for the coming year, and said the Tasman series was planned for January 6, at Pukekohe; January 13 at Levin; January 20, at Wigram, and January 28, at Teretonga.

More definite action and policy would come from another meeting of the promoters later this year.

Yamaha Aims For Greater Effort In Driving Safety

Despite a series of rather fluctuating conditions incurred during the year 1971 both at home and abroad, Yamaha attained the best conceivable business results thanks to strenuous efforts of the Yamaha worldwide distributors and dealers.

At the outset of the year Mr Genichi Kawakami, President of Yamaha Motor Company, gave his message, as follows:

"Yamaha is most grateful to all of you for your overall cooperation and strenuous efforts which made great contributions to us in setting new high business attainments during the year 1971 despite rather unstable trend of market mainly caused by the fluctuation of international currencies.

"In line with progressive popularity enjoyed by all of Yamaha products in every part of the world, we will put greater efforts than ever in the promotion of sense for driving safety this year, as well as on the development of unique quality products, in the fields of 2-cycle and 4-cycle.

"It is our sincere hope that all of you will extend consistent exertions in creating new demands along our established programme."

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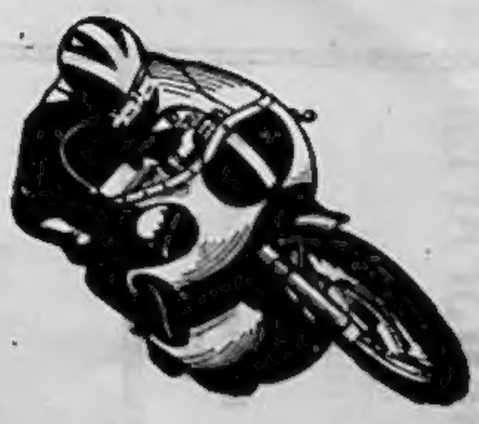

METRIC MOTORING

New Zealand will adopt the International Metric System of weights and measures and the change-over to the metric system should be substantially completed by the end of 1976, approximately one year after the United Kingdom.

This is in line with a growing world wide development—ninety percent of the world's population lives in countries either using the metric system or committed to adopting it.

MORE EFFICIENT

The system is not only simpler and more efficient than the imperial system but it will also facilitate New Zealand's trade with the rest of the world.

The units likely to be used in road transport, in traffic regulations, in the road code, and in publicity are:

For length (or distance)—width, height and depth: Kilometers, metres, centimetres, millimetres.

For weight: Kilogrammes, grammes, milligrammes.

For speed: Kilometres per hour, metres per second.

For capacity: Litres (for petrol), millilitres (cubic centimetres).

ALCOHOL LEVEL

With the exception of milligrammes and millilitres already used when determining the blood alcohol level and cubic centimetres for rating engine capacity of a motor vehicle these units are unknown to most New Zealanders, and there is a huge task of conversion confronting us.

Every single unit of the imperial system now in use must be converted to the most practical unit of the metric system.

Miles, yards, feet, inches to kilometres, metres, centimetres, millimetres.

Tons, pounds, ounces to kilogrammes, grammes, milligrammes.

Gallons, quarts, pints, fluid ounces to litres, millilitres (cubic centimetres).

MAJOR TASK

Once the selection of appropriate metric units has been made, the authorities will be faced with the major task of correcting to the nearest unit, or "rounding off" figures, without sacrificing safety. For example although 30mph converts to 48.28km/h it is doubtful that motorists will ever be regulated by such an awkward speed limit. Will the new built-up area speed limit be 45 km/h or 50 km/h?

It would be desirable to keep the new limits to the minimum number and to make them full 10km/h units. This would simplify the recalibration of speedometers and make it easy for drivers to learn the new limits.

Likewise as inches convert to millimetres (or centimetres) minimum tyre tread depth of 1/16in poses a problem in metric units. It certainly can't be 1.5125mm. Will tread depth requirement be increased or decreased? Will it be 1mm, 1.5mm or 2mm in New Zealand?

EDUCATION

When all the imperial units and fractions of units have been converted to metric units and the rounding off of figures completed the need for public education will arise. Will the metric system affect road safety? Can we expect more road accidents or fewer accidents during the change-over period and thereafter?

The answer is difficult to assess. The authorities will do their utmost to avoid confusion but this does not mean that some motorists or other road users will not get confused, and on the roads confusion can be dangerous.

In road transport the programme for metrication will deal with:

1. Traffic signs.
2. Maps.
3. Vehicle equipment.
4. Traffic regulations and vehicle construction regulations.
5. Vehicle weight limits and heavy vehicle taxation.

MAJOR PART

In the five years to 1976, the major part of the programme will have been gradually implemented and it should not be difficult for most people to become familiar with the new units and regulations. There will be substantial advertising and public education and promotional material will be made available. As excessive speed is the second major cause of road accidents in New Zealand, metric speed limits will be given wide publicity. Conversion charts (miles to kilometres) and new signs to show distances in kilometres will probably be the first step towards educating motorists.

The conversion charts will be most useful until such time as speedometers show metric speed limit markings. Maps showing distances in kilometres will be available, and a new road code published.

At present imperial units appear more than a hundred times in the road code, and all of them will have to be converted to metric units and amended if necessary in accordance with the new units of the traffic regulations. However, road users should not be upset by these metric units as the process of conversion in itself will not involve major changes.

NO OFFENCE

What is not an offence under "imperial units" will not become one under "metric units." For example pedestrians will still be required to use a pedestrian crossing if there is one within 60ft—30 metres or so. It does not matter if they continue to think in terms of imperial units when they have to make a decision whether or not they will use a pedestrian crossing.

Likewise, motorists will not have to know the number of metres it takes to stop at various speeds if they already have a practical knowledge of how far these stopping distances are.

Theoretical knowledge of metric units is not of paramount importance to road safety for the experienced driver. Of course new applicants for a driver's licence will be tested under the metric system and they will have to answer questions involving metric units, but they will be able to learn the answers from a metric road code.

NO INVITATION

The metric system will probably not increase the overall or individual consumption of alcohol in New Zealand. Few people know how much alcohol they drink in imperial units (fluid ounces) and the new liquid measures (litres, millilitres) will not be an invitation to drink more. However it is likely that if the metric system confuses anyone it will be the driver who has been drinking. If he takes an 80 km/h speed limit to mean 80 miles per hour he may be sorry—80km/h is 50 miles per hour. In fact as alcohol affects judgement it would be desirable for all road users to drink less during the change-over period and after.

A few years ago New Zealand changed successfully from sterling currency to a decimal one and last year, just as successfully, from the Fahrenheit scale to the (decimal) Celsius scale of temperatures. There is therefore no reason why the change-over to the metric system in other areas should not be as smooth and efficient.

Just as nobody went bankrupt because of the decimal currency or got burnt because of the new scale of temperatures, no road user should get killed or injured because metric units will be used.—Reprinted from N.Z. Road Safety.

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DAYTONA '72: GEOFF PERRY'S HEARTBREAKING MISFORTUNE

To lead the Daytona 200-miler is a feat that only a few have experienced, and even if machine trouble forces retirement, the fact remains that the best road racers in the world had to be content to sit on your tail.

Gary Fisher built a reputation as a road racer based on one-tenth of the 1971 Classic when he showed the likes of Mike Hailwood, Paul Smart and Dick Mann the way around the Bowl.

Although always known as a frustrating race, the Daytona event still draws the cream of the racing world, and this year only went to prove that frustration is part of racing . . . especially for 200 miles. At least ten riders were in the lead at one time or another but all succumbed to various mechanical ills. All of these rides were heartbreaking, but Geoff Perry's must take the prize as the unluckiest of the bunch for not only was he in the lead when he was forced out, but he was leading with only two laps to go. As Geoff put it, "I wouldn't mind going out in the early stages, that's all part of racing, but when I received the last lap sign and I had an 18 second lead, I thought I'm going to win this thing." Unfortunately, Geoff broke a chain and coasted to a halt. A more depressed looking rider would have been hard to find.

Don Emde went on for the win but Don was the first one to add there was no hope of catching the 'Flying Kiwi.' Perry's ride was even more fantastic when you consider that he started almost a lap behind the leaders and he was mounted on a 500cc Suzuki twin and not one of the rocket ship three cylinders as was the rest of the Suzuki team. Quite a performance!

The 22-year-old New Zealander first made a name for himself three years ago when Suzuki team captain Ron Grant returned from a winter's racing "down under" full of praise for the young racer. When someone of Grant's caliber hands out praise, you can bet that it was hard earned. Plans were made for Perry to come over to contest the Daytona event and with the help of New Zealand Airlines, Perry made his first trip to the States. With leadboard placings the past two years, Geoff made a name for himself, not only as a talented rider but as one of racing's nice people.

From then on Perry was bitten by the U.S. racing bug and made up his mind that he was going to race over here whenever he could. Geoff took time out to win the Singapore Grand Prix as well as the New Zealand road racing championship but the 1972 Daytona 200-Miler saw Geoff back here once again and back with a vengeance.

The works Suzuki team were mounted on the new three cylinder 750cc water-cooled bikes while Geoff was left to keep up the Suzuki honour with a somewhat ancient 500cc twin. However, Geoff reckoned that if he was going to ride a twin, it might just as well be his own so instead of using one of the U.S. Suzuki bikes, he brought his own engine to install in one of the U.S. Chassis. His plan worked.

Practice week got off with a bang and by the time the qualifying was over, Perry was in third place with a lap at two minutes and seven seconds. Although three seconds down on Art Baumann and the three, he was miles an hour faster than the rest of the field and that was the fastest that Suzuki twin has ever been around the Daytona road race course, no matter who was turning the throttle. Perry's performance was good enough to insure that Suzuki motor cycles filled the front three positions on the grid.

When the flag fell, Perry's hopes almost faded before the first lap. With all of the excitement on the starting line, Perry's Suzuki was pushed with the carb covers still in place which insured that the plugs would foul, which in turn necessitated a plug change.

The Perry entourage was busy doing this when the two minute board went up and as is the way of the AMA, Perry was asked to take his machine off the line. By the time that he was on his way, the leading trio of Art Baumann, Yvon DuHamel and Jody Nicholas were heading onto the front straight-away. Geoff just made it onto the banking as the pack stormed into the infield. "They already had the pylons down at Turn One but I figured that I better get that lap on the banking. Either way I was almost a lap behind and it was a lot easier making time on the bowl."

With the entire field in front of him, Perry started his drive. He wasn't alone however, as Norton ace Peter Williams was in the same predicament and these two made their initial laps in close company. The Englishman was forced out early with clutch trouble but Geoff's Suzuki was running like a train and with two laps well below his qualifying speed, he edged his way through the backmarkers and finally, with the race three-quarters run, he had his sights on the leaders. "I really put on a spurt then and Ron Grant (Ron had retired with clutch trouble) held out a sign for me saying minus 30, the next lap it said minus 4 and finally plus 3. I just couldn't believe it."

For a few laps the scoreboard was inoperative and number 96 wasn't posted on the leaderboard but trackside officials as well as amateur scorekeepers knew that the little New Zealander was in the lead. "By the time the last laps came around it started to dawn on me that the race was mine, and in fact Ron and the rest of the signaling team had already started making their way back to Victory Lane. When the chain snapped, I knew just what it was. The engine was still running as it did at the start. I was revving 8,200 all the way around the banking. It was really flying." The only problem encountered was fading brakes but to see Geoff come storming into Turn One, even at the end of the race you would think that he had the best binders in the world.

"It took a while for it to sink in and I don't think that the full impact hit me until Monday morning. It wasn't just the money (Emde won just over $13,000) but the fact that I would have been set up really well with Suzuki if I had a Daytona win under my belt." No doubt Suzuki was disappointed also but you can bet that Perry has to be on their list of favourite people.

Geoff had to leave for New Zealand right after Daytona in order to take in a New Zealand championship race next weekend. He has already clinched the title but as he put it: "My tuner, Dick Lawton, has a shop in Wellington and as he has done so much to help me, I figure that the least I can do is give him a bit of publicity with a decent ride at the local track. After all, that's where his business comes from."—By courtesy of Motor Cycle Weekly.

AUSTRALIA—NEW ZEALAND MATCH RACES DRAWN

In a fitting climax to some thrilling racing Australia and New Zealand drew 12-all in the international match-races held at Amaroo Park, New South Wales, on Sunday, February 20.

Before the meeting, expert opinion favoured the New Zealanders with their international experience and 500cc machines, and the odds against the Aussies lengthened further when Bryan Hindle dropped his 250cc Yamaha during Saturday practice.

Although not seriously injured, Bryan was dented enough to cause his withdrawal from Sunday's races. This meant that two vacant berths in the home team had to be filled.

So when the field lined up for the first of the match races, it was Ron Toombs, Len Atlee, Robert Madden and Tony Hatton (all 350 Yamaha-mounted) versus Geoff Perry, Keith Turner, Trevor Discombe (500 Suzukis) and Ginger Molloy (250 Yamaha). Ginger had the misfortune during practice on Saturday to break the crankshaft on his 500cc Kawasaki and was somewhat of an unknown factor, machine-wise.

Results:

Race One (4 laps, 4.84 miles): L. Atlee (A, 350 Yamaha), 4m 2s, 1; W. Molloy (NZ, 250 Yamaha) 2; R. Toombs (A, 350 Yamaha) 3; G. Perry (NZ, 500 Suzuki) 4; A. Hatton (A, 350 Yamaha) 5; T. Discombe (NZ, 350 Yamaha) 6; K. Turner (NZ, 500 Suzuki) 7; R. Madden (A, 350 Yamaha) 8. Fastest lap: Atlee, 60.2s.

Race Two (4 laps): Perry (NZ), 4m 0.3s, 1; Toombs (A) 2; Atlee (A) 3; Madden (A) 4; Molloy (NZ) 5; Discombe (NZ) 6. Turner (NZ) and D. Hatton (A) failed to finish. Fastest lap: Perry, 59.4s.

Race Three (4 laps): Molloy (NZ), 3m 58s, 1; Toombs (A) 2; Perry (NZ) 3; Discombe (NZ, 350 Yamaha) 4; Hatton (A) 5; Madden (A) 6; Atlee (A) 7; Turner (NZ) 8. Fastest lap: Perry, 58.5s.

Race Four (4 laps): Perry (NZ), 3m 58.9s, 1; Toombs (A) 2; Atlee (A) 3; R. Hinton (A, 350 Yamaha) 4; Discombe (NZ) 5; Turner (NZ) 6; E. Hinton (A, 350 Yamaha) 7. Molloy (NZ) failed to finish. Fastest lap: Toombs and Perry, 59.2s.

SUPPORTING EVENTS

Elimination Race (4 laps): R. Madden (350 Yamaha), 4m 11s, 1; A. Hatton (350 Yamaha) 2; I. Cameron (350 Yamaha) 3. Fastest lap: Cameron, 61.6.

"Motor Cycle Sports" Ultra-Lightweight (8 laps, 9.68 miles): R. Toombs (Yamaha), 8m 52.6s, 1; L. Atlee (CSD) 2; D. Robbins (Yamaha) 3. Fastest lap: Toombs, 64.7s.

Tom Byrne Lightweight (10 laps, 12.10 miles): R. Toombs (250 Yamaha), 10m 12.4s, 1; J. Peninton (Yamaha) 2; W. Willing (Suzuki) 3. Fastest lap: Toombs, 60.4s.

Junior A-Grade (12 laps, 14.51 miles): R. Toombs (Yamaha), 11m 59.2s, 1; L. Atlee (Yamaha) 2; W. Burnett (Yamaha) 3. Fastest lap: Toombs, 58.3s (outright record).

McCulloch of Australia Unlimited A-Grade (15 laps, 18.4 miles): G. Perry (500 Suzuki), 15m 4s, 1; L. Atlee (350 Yamaha) 2; R. Toombs (Yamaha) 3. Fastest lap: Toombs, 58.4s.

TOP CZECH RIDER HANGS UP HELMET

Frantisek Stastny, one of the finest riders of the past two decades and one of the best motor cyclists Czechoslovakia has ever produced, has finally retired from racing.

Stastny was born on 12th November 1927, and at first worked as a motor mechanic at the Skoda Motor Works of Mlada Boleslav. Odd as this may sound, he entered sporting as a cyclist and skater, and actually made the grade as a member of the Czechoslovak national teams in both these sports. He took to motor cycling only in the early fifties, when he joined the Jawa works as a test rider. He stuck to Jawas to win more than sixty major races, and to become one of the most closely watched style setters at the number one event of the sport, the Isle of Man Tourist Trophy.

Several of Stastny's main rivals and close personal friends—Dickie Dale, Bob Brown and Gary Hocking—were killed on the track. Stastny too had at least one crash which nearly cost him his life, and after which the doctors who had almost miraculously saved him said that he would never be capable of racing again. They did not know the man; After a year of almost superhuman effort, battling his partly paralysed limbs, Stastny was back in the saddle and back in the running for the world championship titles, still the devoted and self-effacing team man he always had been.

Now that he is saying goodbye to active racing, Jawa are losing one of their best men. But Stastny is apparently incapable of saying goodbye to the sport altogether, so Czechoslovak Television is at least gaining a motor cycling commentator who ought to know what he is talking about. Good luck to him in his new job, and more power to his elbow!

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"Gate Pa Cycles" Production Event

Race day was fine and the track was in good order as the riders went out on to the circuit at Bay Park for the warm up lap behind the pace car for the rolling start for the "Gate Pa Cycles half-hour Production Event" on Sunday 27 February.

As they bunched up behind the car coming into the start/finish straight and then as the pace car got into the pits they got away to a good start. As they went into Rothmans they were still bunched and it was anyones race. At the end of the first lap it was Allan Collison on a 500cc Kawasaki very closely followed by Trevor Discombe 750 Triumph, Darcy Holmes 750cc Norton, Ian Lowe, 750 Norton, Kevin Wendt, 500cc Kawasaki, and then the balance of the field.

Lap two saw Collison still leading with Discombe still hard in behind and the order was still Holmes, Lowe, Maxwell, Voyce, Wendt, Varoy, Gary Turner, Merriefield, Bedford.

Lap three saw Discombe take the lead with Varoy passing Wendt. Some great dicing was going on all the way through the field.

Lap eight—and the first rider out. Darcy Holmes failed to come round for lap nine and the order was then Discombe, Collison, Voyce, Lowe, Maxwell, Varoy, Wendt, Bedford, Ogden, Gary Turner.

Lap thirteen saw Maxwell in third place which he held for another lap but Voyce was back in third place again in lap 15 and then pulled out. Ogden took sixth place off Wendt and Discombe was slowly pulling away from Collison.

On lap 21 Wendt passed Ogden again and was back in 5th place and Discombe appeared to be having gear change problems and to the end of the half hour.

The finishing order was: 26 laps, Discombe, Collison, Voyce. 25 laps, Lowe, Wendt, Ogden, Turner, Merriefield, Leahy, DeLacy. 24 laps, Carrington, Leadbeater, W. Holmes. 23 laps, Joe, R. Holmes, Woodhouse.

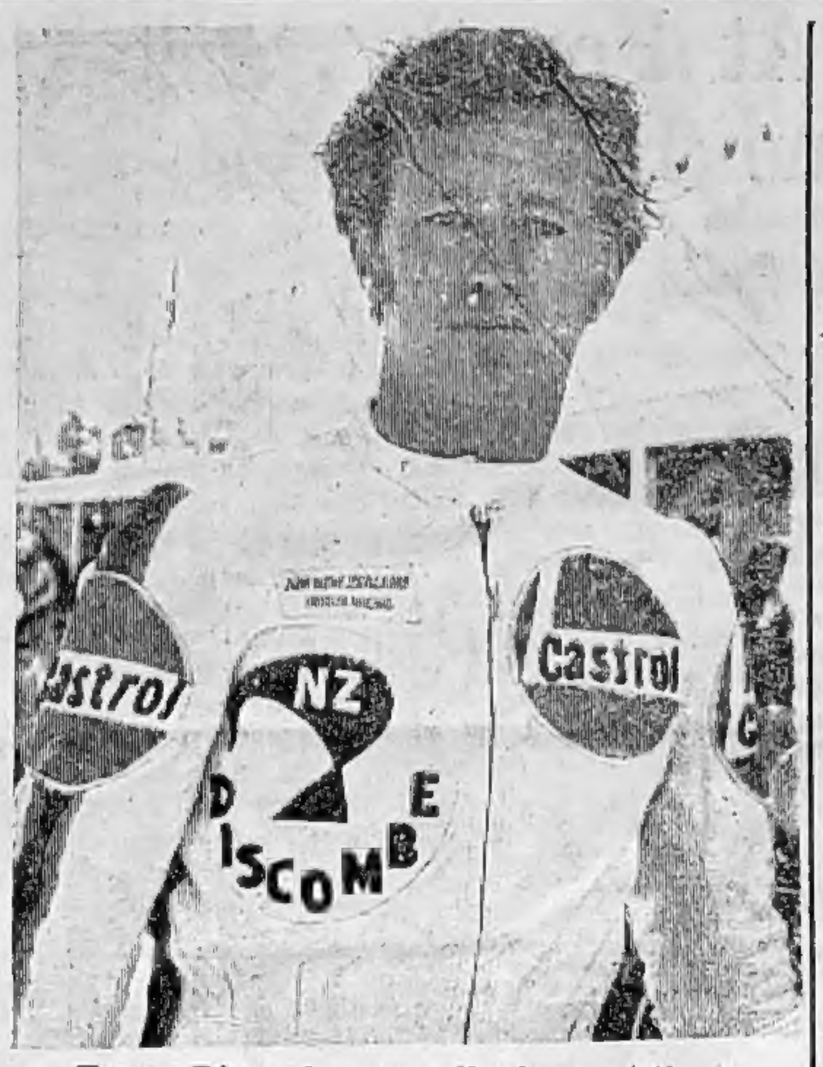
Overall places:

T. Discombe, 750cc Triumph, 1; A. Collison, 500cc Kawasaki, 1; R. Voyce, 750cc Kawasaki, 3; I. Lowe, 750 Norton, 4.

Up to 350cc class: P. Leahy, 350cc Suzuki, 1; J. Joe, 350cc Suzuki, 2; R. Holmes, 350cc Yamaha, 3; R. Perkinson, 350 cc Yamaha, 4.

Over 350cc class: T. Discombe, 1; A. Collison, 2; R. Voyce, 3; I. Lowe, 4.

Fastest laps: A. Collison, lap 20—69.4secs. New record, for a production machine. T. Discombe, 5 laps at 69.9secs.



Trevor Discombe, over all winner at the production meeting held at Bay Park Raceways.

Alan Collison pictured at the "Gate Pa Cycles" production meeting.

¼-MILE GRASS TRACK RACES AT DUNEDIN

The Dunedin Speedway Assn. in conjunction with the Otago Motor Cycle Club held ¼ mile grass track races at Tahuna Park, Dunedin, on Sunday 19th March.

Excellent support was given by Christchurch riders and in all a very successful meeting with good racing.

The Rodger Browne Memorial trophy was for Otago club riders in the non-speedway class.

Meanwhile it is hoped that speedway will be underway for the next season in Dunedin.

Results:

Non-speedway class final: Jim Douglas, BSA, Dunedin; Cam Shaw, JAP, Dunedin; Neil Neilson, BSA, Invercargill.

Speedway class final: Tom Black, ESO, Christchurch; Tony O'Brien, ESO, Invercargill.

Sidecars: Les Dwight Snr and Steve Unwin, 1000 Vincent, Christchurch; Les Dwight Jnr and Gavin Cox, 1000 Vincent, Christchurch; Bill Philip and Graham Fulham, 1000 Vincent, Christchurch.

Rodger Browne memorial trophy: Jim Douglas, BSA, Dunedin; Cam Shaw, JAP, Dunedin; Joe Bain, BSA, Dunedin.

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Plenty Of Thrills At Fourth Wellington Grand Prix

A record crowd, estimated at five to six thousand, attended the 4th Wellington Grand Prix on Sunday March 19. This was the first occasion that the event had been held on a Sunday, and the spectators were treated to some thrilling racing.

A total of 133 riders were entered, with prize money totalling $1300.

The programme started with the 125 race. S. Dundon on a Yamaha AS1 led from start to finish, pursued by the Suzuki of L. Love and E. Griffiths on a Yamaha.

The first sidecar event was dominated by G. de Malmanche and W. Wallace with Wallace just crossing the line in front of a badly missing Triumph of de Malmanche.

The first production race filled the start grid with 40 riders including all our international riders except Trevor Discombe.

First out of the slot was Dale Wylie followed by B. Scully on a 750 Kawasaki.

After the 2nd lap the race settled down to a battle between Scully and K. Turner on a Norton Commando.

The New Zealand champion scrambler Alan Collison was using his 500 Kawasaki incredibly and never looked like being out of the running.

The last 200 yards of the race was a commentators dream with Scully coming out of the top corner hotly pursued by Turner, when, unbelievably, Scully missed a gear change and Turner took the flag by a machine's length.

The Lightweight Grand Prix saw Geoff Perry take the first of his three great wins. From the start Geoff put his Suzuki through its paces to show K. Turner (Suzuki) the way round. (Perry broke the lap record in this event).

The "B" grade was a walkover by C. Everitt on his 750 Kawasaki. Everitt finished the length of the main straight in front of E. Griffiths and Bill Wetzel on his RK5.

The Side car Grand Prix was fielded by fifteen outfits, a tremendous showing.

Graham de Malmanche and passenger Gary Binyon, left no doubt as to the most skillful team winning decisively from W. Wallace and F. Sollitt.

Trevor Discombe showed his supremacy in the junior class by taking the Junior Grand Prix in front of R. Dumpleton and D. Waterer all on factory production Yamaha's

The open single cylinder attracted entries from all sizes and types of motor cycle. Bill Holmes was cheered across the line on his 500 Manx Norton with R. Dunshea on the ex Bretherton AJS 7R following closely. The first two stroke was D. Street on his 350 Bultaco in third place followed by M. Adler on another 7R.

Event 9, the main race, over 20 laps was in no doubt with our Geoff, taking the big Suzuki, to first place. Clive Ducey incredibly, rode the race of his life to take second place on the Triumph Trident in front of Keith Turner riding a 500 Suzuki.

The Production Grand Prix was a replica of the first production race, with Turner and Scully neck and neck. A misjudgement caused Scully to take a bad fall leaving Turner to take the flag unopposed. Alan Collison was next past the flag on his 500 Kawasaki. Within 15 minutes of this race Scully had placed a protest against Turner's riding techniques, and also questioning the Nortons production standard.

The third sidecar event was again dominated by G. de Malmanche and passenger Gary Binyon, who have threatened that after Wellington they will retire.

Geoff Perry showed his dominance again by winning the senior with C. Ducey and R. Lett second and third.

In the last race of the day K. Turner showed a clean set of heels and won by a clear margin followed by ace scrambler Alan Collison.

A rule regarding the protest was necessary and the protest committee was assembled. Under ACU Rules, an immediate strip is called for.

As Turner's sponsor was anxious to return to Wanganui, the machine was not available for inspection, and Turner was disqualified.

RESULTS:

Event 1: S. Dundon (31) 7 min. 27.4sec, Yamaha, 1; L. Love (114) 7min. 28sec, Suzuki, 2; E. Griffiths (72), Yamaha, 3; P. Turnbull (77), Suzuki, 4; A. Burrell (41), Suzuki, 5.

Event 2: W. Wallace (54) 6 min. 15sec, Triumph, 1; G. de Malmanche (74), Triumph, 2; F. Sollitt (45), Norton, 3; J. Taylor (31), Triumph, 4; G. Watson (57), Triumph, 5.

Event 3: K. Turner (1) 6 min. 35.0sec, Norton, 1; B. Scully (42), Kawasaki, 2; A. Collison (22), Kawasaki, 3; D. Wylie (48), Suzuki, 4; G. Perry (10), Suzuki, 5.

Event 4: G. Perry (10) 10 min. 57.6sec, Suzuki, 1; K. Turner (1), Suzuki, 2; M. Baylis (38), Suzuki, 3; P. Leahy (2), Yamaha, 4; L. Love (114), Suzuki, 5.

Event 5: E. Everitt (18), Kawasaki, 1; E. Griffiths (72), Yamaha, 2; W. Wetzel (27), Wetzel, 3; D. Cosford (96), Suzuki, 4; W. Holmes (83) Norton, 5.

Event 6: G. de Malmanche (74) 10min. 02.0sec, Triumph, 1; W. Wallace (54), Triumph, 2; F. Sollitt (45), Norton 3; G. Watson (57), Triumph, 4; J. Taylor (31), Triumph, 5.

Event 7: T. Discombe (3) 10min. 51.8sec, Yamaha, 1; R. Dumpleton (7), Yamaha, 2; R. Waterer (63), Yamaha, 3; B. Reeves (89), Yamaha, 4; K. Turner (1), Suzuki, 5.

Event 8: W. Holmes (83) 7min. 13sec, Norton, 1; R. Dunshea (68), AJS, 2; D. Street (26), Bultaco, 3; M. Adler (44), AJS, 4; L. Love (114), Suzuki, 5.

Event 9: G. Perry (10) 21 min. 4sec, Suzuki, 1; C. Ducey (66), Triumph, 2; K. Turner (1), Suzuki, 3; M. Baylis (38), Suzuki, 4; R. Waterer (63), Yamaha, 5.

Event 10: A. Collison (22) 11 min. 8.2sec, Kawasaki, 1; R. Voyce (81), Kawasaki, 2; D. Varoy (60), Norton, 3; P. Stark (69), Suzuki, 4; D. Ogden (64), Kawasaki, 5.

Event 11: G. de Malmanche (74) 6min. 14sec, Triumph, 1; J. Taylor (31), Triumph, 2; W. Wallace (54), Triumph, 3; M. Corbett (7), Triumph, 4.

Event 12: G. Perry (10) 12 min. 26.8sec, Suzuki, 1; C. Ducey (66), Triumph, 2; R. Lett (15), Norton, 3; P. Bretherton (17), Suzuki, 4; R. Dumpleton (7), Yamaha, 5.

GOLD STAR SCRAMBLE

The Otago Motor Cycle Club conducted the 6th leg of the South Island Gold Star Scramble at Waihola, just south of Dunedin, on Sunday February 27.

A big crowd watched good racing under ideal conditions. At the conclusion of the meeting the South Island scramble team was named by sole selector Bill Campbell of Christchurch.

Although the racing was dominated by a few riders, competition was keen.

Schoolboy Ross Horsburgh on his little Honda was a shining light, in only his 3rd race meeting.

While the appearance of Barry Briggs—speedway ace, at the meeting riding one of Graham Stapleton's bike was also a highlight, his form was indeed good managing two 4th's and a 5th, proving just how versatile a rider he is.

Dennis Sincock, Graham Copsy, Murray Flintoff and Miles Notman were other riders to show good form, while Bryan Reid, of Invercargill, showed form enough to include him in the South Island team.

Results:

250 class: Race 1, G. Reid, Rangiora, CZ; M. Russell, Blenheim, BSA; R. Boyce, Blenheim, CZ.

Race 2: G. Reid; R. Selfe, Timaru, CZ; R. Horsburgh, Ashburton, Honda.

Race 3: G. Reid, R Boyce, R. Selfe.

350 class: Race 1, G. Stapleton, Christchurch, Kawasaki; G. Reid, R. Boyce.

Race 2: G. Stapleton, G. Reid, R. Boyce.

Race 3: R. Boyce, G. Stapleton, G. Reid.

500 class: Race 1, P. Doecke, Christchurch, CZ; R. Happer, Dunsandel, CZ; A. Sabiston, Christchurch, BSA.

Race 2: P. Doecke, R. Happer, A. Sabiston.

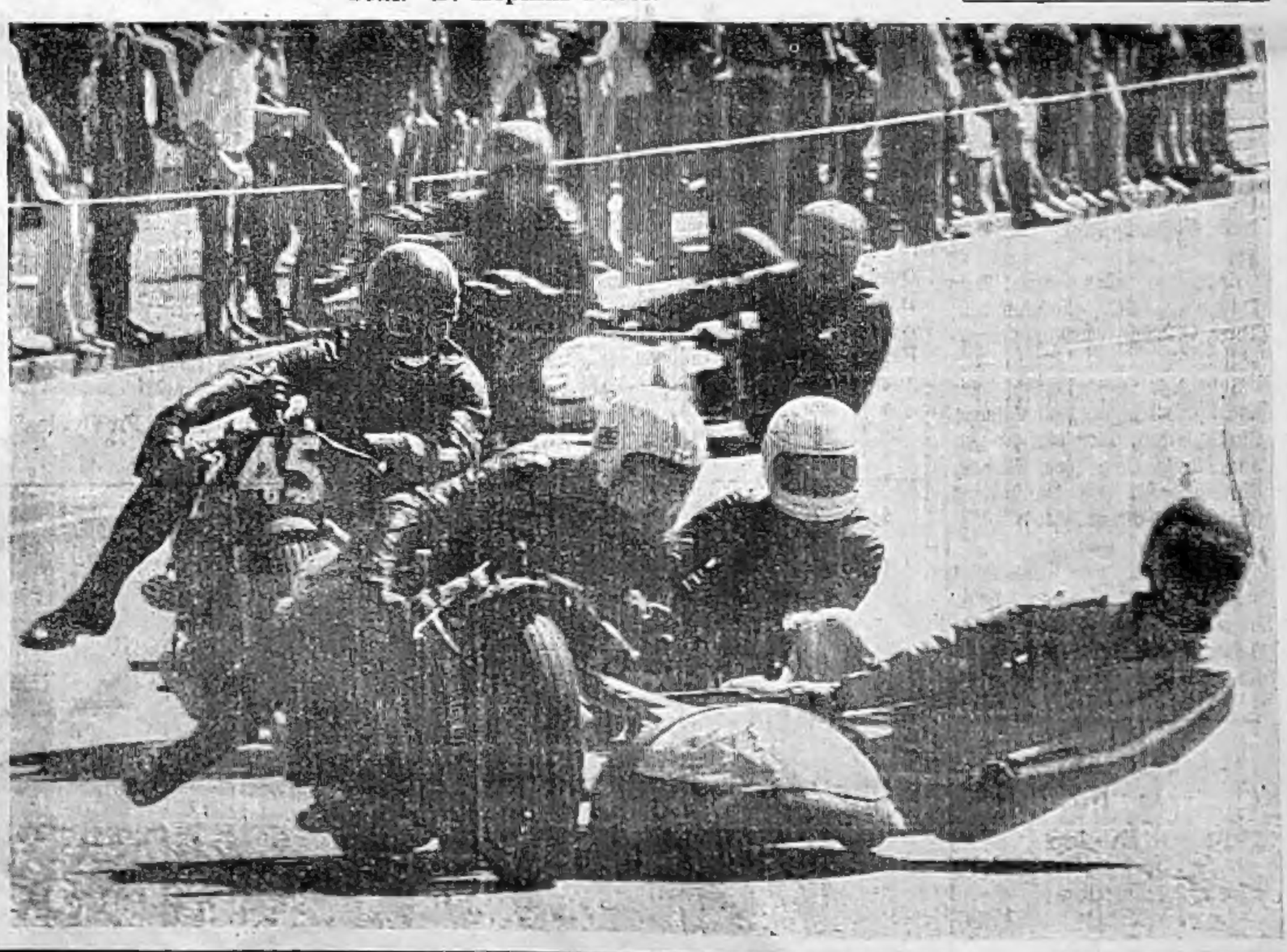
Race 3: P. Doecke, R. Happer, A. Sabiston.

Open class: Race 1, R. Happer, R. Boyce, A. Sabiston.

Race 2: P. Doecke, A. Sabiston, R. Happer.

Race 3: P. Doecke, R. Happer, A Sabiston.

The early stages of the Lesco sidecar Grand Prix.—D. Hopkins Photo.



Round The Houses Programme

The programme for the "Round the Houses" road races at Wanganui on May 13 is:

Event 1, Up to 250cc scratch.

Event 2, Sidecar open scratch.

Event 3, 350cc only scratch.

Event 4, Production machines scratch.

Event 5, 500cc only scratch.

Event 6, "B" grade open scratch.

Event 7, "A" grade open scratch.

Event 8, Sidecar open handicap.

Event 9, Production machine handicap.

Event 10, open scratch.

MORE TRIUMPHS OVERSEAS FOR KIWI RIDERS

New Zealand riders took the first three places in the Penang circuit race for motor cycles over 351cc recently.

Geoff Perry was a clear winner on his Suzuki 500.

Perry was 16.7 seconds ahead of Keith Turner, and Dale Wylie was third—both on Suzukis.

Last year's winner, Saksono, of Indonesia, on a 745cc Norton, was fourth, though he completed only 14 laps of the 15-lap 1.25-miles circuit.

Times for the 62.5-mile race were:

Geoff Perry 18m 18.1s, 1; Keith Turner 18m 34.8s, 2; and Dale Wylie 18m 50.6s, 3.

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1972 Jawa and CZ Models Displayed At Czech. Fair

At the 13th International Engineering Fair held in Brno, Czechoslovakia, Jawa and CZ presented practically the whole of their product range, which is a good deal more extensive and varied than any other single country can offer.

Not many makers can lay out everything from lightweight mopeds to world-beating racers on one and the same stand, so it was no wonder the place was constantly besieged by massive crowds.

Main interest focused on the new models launched this season. The smallest of them is the final production version of the Babetta moped with an automatic clutch.

The Jawa 50cc range has remained more or less unchanged, except for minor improvements, but in the 90cc category there are the new, light yet powerful Trail and Roadster models which are designed to appeal especially to the younger generation. The 1972 versions of these machines feature entirely redesigned front forks and front fork bearings, enlarged and fan-shaped cylinder-head fins, and other innovations which combine to improve both the general handling and the sporting performance of these attractive little runabouts.

On the sporting side, CZ exhibited the 1972 models of their 125, 250 and 400cc motocross specials. Jawa displayed the most successful sporting vehicle ever to come out of Czechoslovakia, their 500 DT dirt-track specials, which have virtually pushed all other types off the world's big-time dirt tracks. One version of this type has now been modified for long-distance runs on grass or sand-covered tracks, and stood out by its massive heavy-duty frame, sturdy front and rear springs, and gearbox.

The basic bread-and-butter models of these two makers, the Jawa 250/350cc and the CZ 125/175cc, entered the 1972 season with only very minor modifications. The Jawas were displayed in a number of versions tailored to the specific requirements of various foreign markets, but no attempt was made to disguise the fact that these machines have now remained in production for the best part of two decades without any major design alteration. In a market as dominated by changing fashions as the motor cycle trade, this is no small tribute to the proverbial reliability and sturdiness which still make people buy Jawa despite the rather dated looks of the machines.

The models which stole the show at Brno were the new CZ 250 and 400cc Enduro types, derived form the well-known motocross specials, and the two-cylinder two-stroke CZ 250. The Enduro types pack all the power of their racing ancestors, yet carry everything a motor cycle needs for everyday service on the roads, from headlights to tail lamps, without weighing anything like as much as ordinary production machines in the same displacement categories. They also feature several little refinements such as a five-speed gearbox, which makes the most of the available engine power.

Wellington Riders Win Hill Climb

Wellington rider Ian Disney won the 500cc New Zealand hill climb championship staged by the Ixion Club in Wellington recently.

He completed the course of 0.6 miles in 42.07s.

The North Island open hill climb championship was won by Joe Devine also of Wellington.

YAMAHA SERVICE TIP

OIL DISC BRAKE

A motor cycle is primarily intended for pleasurable or comfortable riding. This importance of brakes to control speeds can not be too overstressed, accordingly. They should operate flawlessly at any time.

Brakes used on a motor cycle are of internal expansion type for the most part. This type of brake has a function that brake shoes housed in a brake drum made in unit with a hub, expand and press the lining against the inside wall of cylinder, to control speeds. Larger displacement models, however, have recently incorporated disc brakes to meet their higher performance. Those brakes, unlike the expanding type accuated through conventional mechanical process, feature an innovative device operating on oil pressure.

The oil disc brake is quite usual with sport cars or some sporty passenger car versions, but not so with motor cycles yet.

Recommended you get familiar with every detail of this type brake as soon as possible for smoother service and maintenance works. Here illustrated is its mechanical structure for your information.

Moto Cross Machine With Improved Performance

A performance equal to that of specially tuned motor cycles used by works riders is claimed for a British 380cc capacity moto-cross machine that develops 44bhp at 6750 rpm and features transistorised ignition.

Compared with the manufacturer's earlier 380cc machines, peak power has been reduced deliberately from 7000 rpm but special tuning has increased the new model's effective power output by 6½bhp. Its power curve is nearly linear from 4000rpm to 670rpm, providing particularly smooth throttle response.

This improved performance is the result of work undertaken at Queen's University, Belfast, by a team under Dr Gordon Blair who is regarded as one of the world's leading authorities on two-stroke engines. A special exhaust system and careful arrangement of cylinder porting are among features of the new model, which is fitted with a stiffer crankshaft than previous versions. Lightweight telescopic forks enabled the steering geometry to be modified to provide better handling.

Compression ratio of the engine is 13 to 1. The aluminium cylinder has a cast-iron liner with a single bridge exhaust port, caged roller bearings and a racing type crankshaft with full-disc flywheel. The single exhaust pipe and expansion chamber configuration has been computer-designed to provide maximum power.

Overall gear ratios, with a 54-tooth rearwheel sprocket, are 9 to 1, 10.6 to 1, 13.6 to 1 and 17.7 to 1.

The machine has a 55½in (1,4m) wheelbase and a seat height of 32in (810mm). It weighs 225lb (102kg) and is finished in black and gold.

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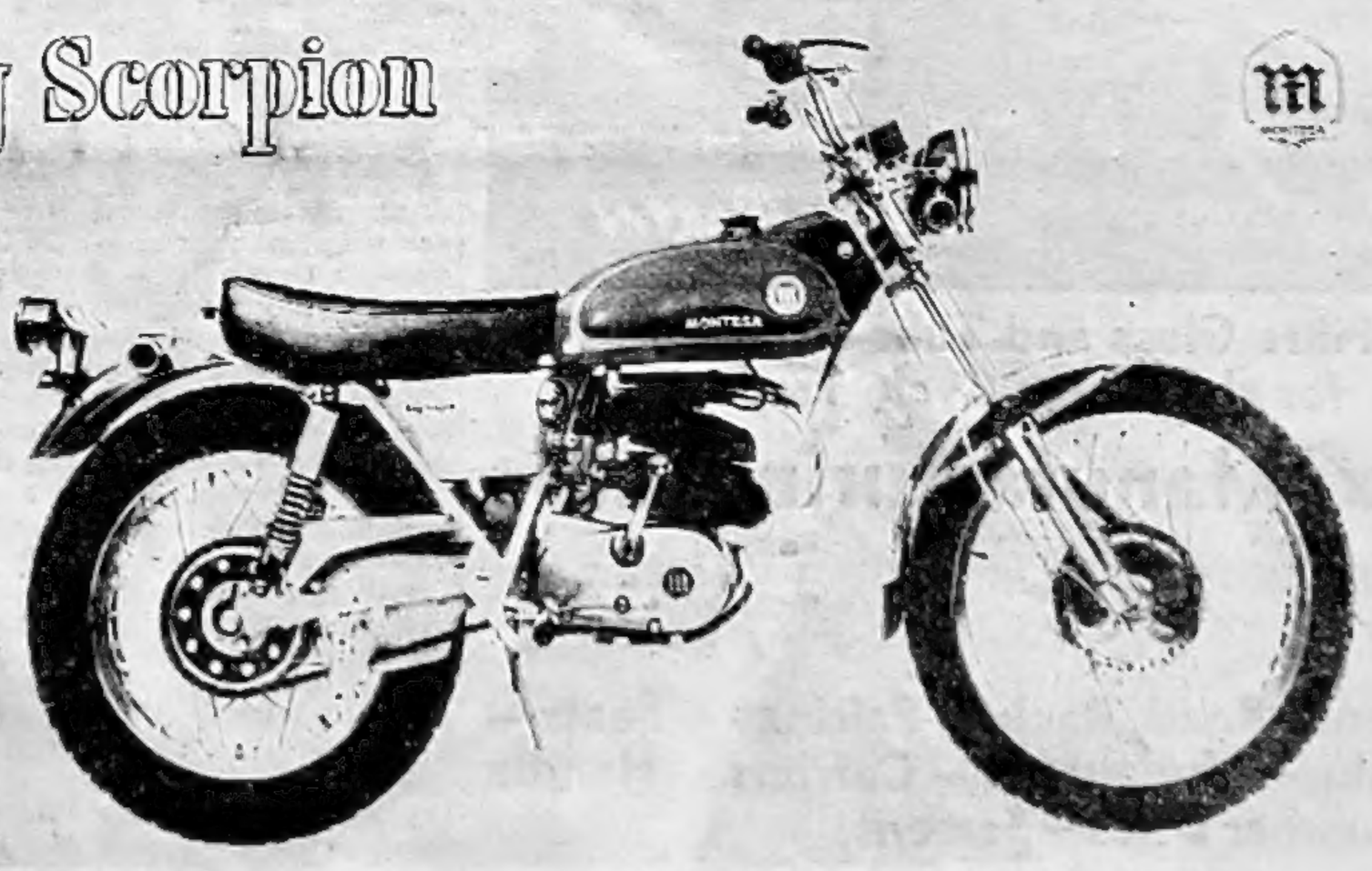

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CLUB NEWS

(Secretaries Please Note, all copy to be at Editorial Office by 25th of month prior to publication)

HAMILTON M/C CLUB
Sec: L. E. Worsley P.O. Box 416, Hamilton.

May 7 Hamilton—Club Trial.
14 Wairarapa—N.Z. Open Scramble.
21 Hamilton—N.Z. 250cc Scramble.

MANAWATU-ORION M/C CLUB
Sec: Mrs P. Meyers, P.O. Box 491, Palm. North.

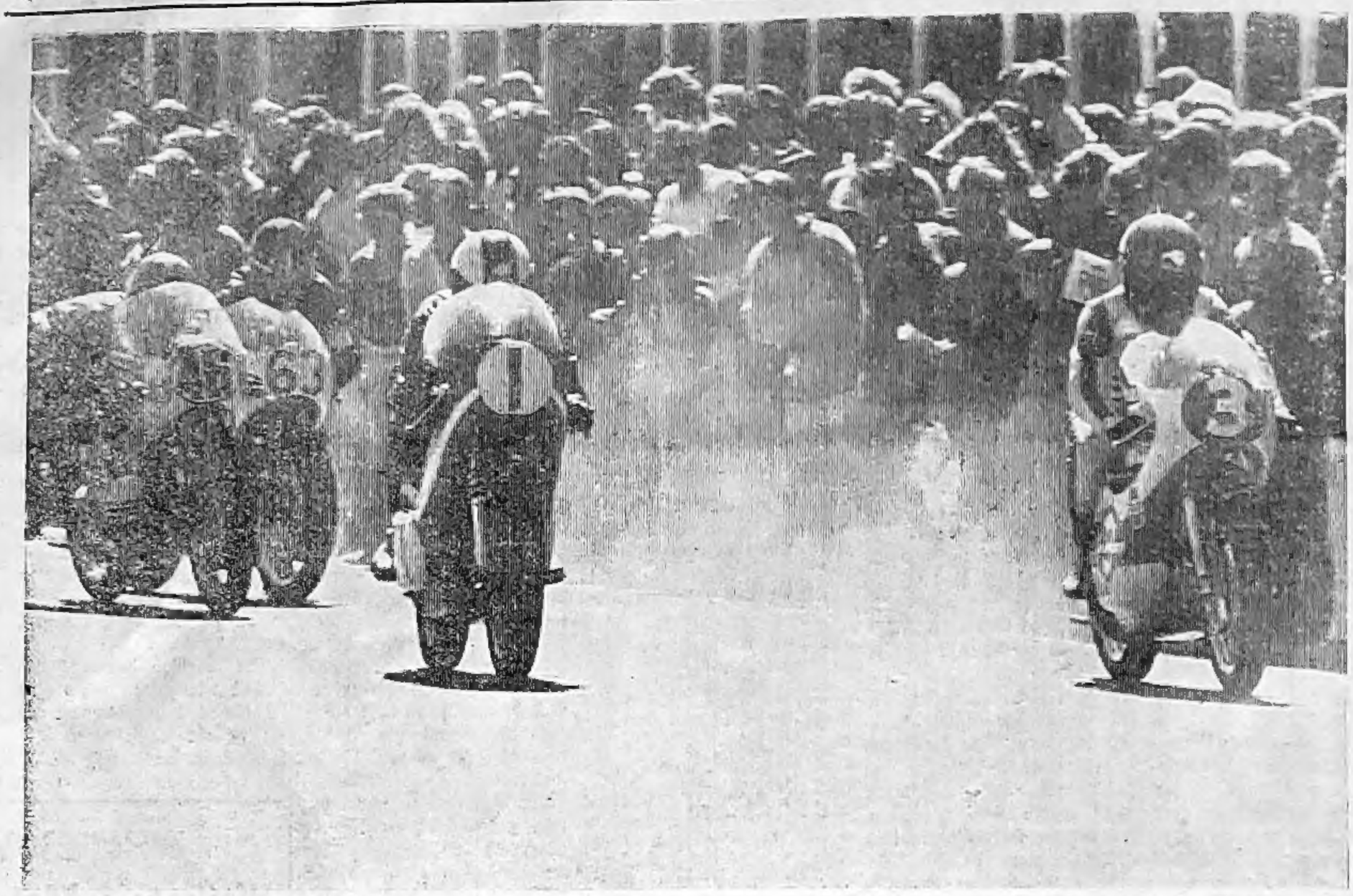
May 7—Novice/Expert trial.
16—Club meeting, A.A. Boardroom.
20—Hill climb, Pohangina. Organiser, John Daniels.
21—Road trial.
June 4/5—B.S.A. shield versus Ixion.
18—Little Bear run. Organiser, Tim Gibbes.
20—Club meeting, A. A. Boardroom.
July 1/2—National Sporting trial, Christchurch.
9—Club scramble.
16—Novice/Experts trial.
20—Club meeting, A. A. Boardroom.
22—Annual Dinner and Dance.

TAURANGA M/C CLUB
Sec: Mr D. G. Cannell, 58 Boucher Ave., Te Puke.

May 27—Tauranga Scott trial, McLeod's farm.

WHANGAREI M/C CLUB
Sec: Mrs E. Ace, P.O. Box 905, Whangarei.

April 29—Scramble at Austins Road, Maunu, 12pm. Racing at 1pm. Stephen's trophy, 20 miles.
May 7—Sprint meeting at Ruakaka with the car club.
13—Beach racing at Uretit.
27—Beach racing at Uretiti.



The start of the W. White Ltd. Junior Grand Prix. Trevor Discombe (No 3) in front from Keith Turner (1), Brian Lawrence (46) and Dick Waterer (63). D. Hopkins photo.

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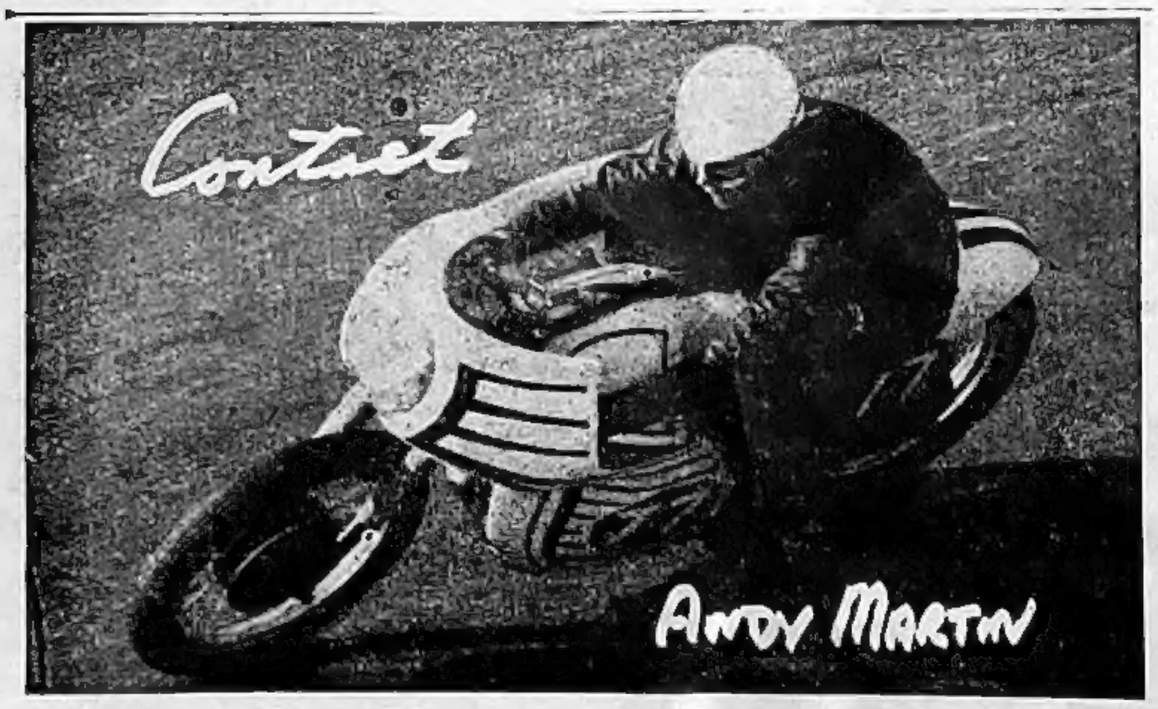

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IN A CLASS OF ITS OWN

When Yamaha's 650 twin crops up in any conversation, the immediate reaction is to compare it with British products of the same capacity. To me, this is completely unfair to both sides, as they have nothing in common, except engine size.

When the first Yamaha X51 arrived in this country it was viewed with some suspicion by many people, including myself. To become one of the worlds experts in two stroke engineering is one thing, to design and build a successful four stroke motor is an other, only time would tell.

Now that a reasonable period of time has passed, I decided to take a second look, this time at their latest model, the X52.

The first thing to catch my eye, was the tyres, a big improvement on the type fitted to earlier models.

Starting proved no problem at all, although the electric start was a litte noisey in operation, it brought the motor into life first pull everytime. An interesting thing about this starter is that when the lever is pulled it operates a decompressor as well as the normal starter motor.

Riding position was very comfortable and all controls were at your finger tips.

Brakes were something that came in for alteration. The conventional drum brake on the front has now been replaced by a very efficient disc type. Several discs that I have tried on other makes seem to look better than they work, but not so in this case. Braking on the rear was good.

Riding the X52 showed that vibration was down to a minimum and mechanical noise from the engine hardly noticable. The five speed gearbox was light in operation but I feel the ratio's were a little to close for an engine of this size. When changing gears the transmission seemed to take up with rather a sudden jolt, but this was smoothed out as I became more familiar with the technique required.

Night riding is the down fall of a lot of machines but lighting on the Yamaha is better than average.

Suspension on the rear was just right for normal use, but I found the front to be slightly on the firm side.

This particular machine was brand new when tested so for obvious reasons any hard riding was out of the question.

Finished in a smart orange with yellow and black trimmings, the X52 Yamaha brings new life and a fresh design to a class that was beginning to get a little dreary.

My thanks to W. White (Newmarket) Ltd for several enjoyable days.

Model, X52. Type, 4 stroke/SOHC. Displacement, 39.85 cu in (653cc). Bore x stroke, 75mm x 74mm. Compression, 8.7:1. Max. output, 53 BHP/7000RPM. Starting, electric/kick. Gearbox, 5-speed, constant mesh. Gas tank capacity, 3.3 gails. Weight, 427lbs. Max. speed, approx. 115mph.

Following are results of the N.Z. 250cc Min. T.T. and North Island Open T.T. held recently at Lepperton, N.P.

N.Z. 250cc miniature T.T. championship—First leg: H. Anderson (Ohinewai), Yamaha 250, 1; M. Shirriffs (Palmerston North), Yamaha 250, 2; L. Love (Wanganui), 3. Second leg: Anderson, 1; Shirriffs, 2; Love, 3; Third leg: Shirriffs, 1; Anderson, 2; Love, 3.

Open T. T.—First leg: Anderson (Yamaha 350), 1; Shirriffs (Yamaha 250), 2; Love (Suzuki 250), 3. Second leg: Anderson, 1; Shirriffs, 2; Love, 3. Third leg: Anderson, 1; Shirriffs, 2; Love, 3.

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